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REPORT

OF

THE HONORABLE THE ATTORNEY-GENERAL.

His Excellency, the Honorable Adams George Archibald, Lieutenant-Governor of the Province of Manitoba and the North West Territories, on the Immigration Conferenc held at Ottawa, on the 18th of September, 1871.

Y IT PLEASE YOUR EXCELLENCY :

On the 29th of August last I received a copy of the Minutes of Council, appointing me "a Delegate to the Immigration Conference to be held at Ottawa on the 18th of September," (see Appendix I.), together with your excellency's letter therewith, (II.)

In compliance with the desire therein expressed, I lost no time in setting on my way to Ottawa, and wishing to see for myself (that I might be able to report thereon) the Canadian, or "Dawson Route," I started with James F. Graham, the very energetic assistant of the Honorable James Kay, Superintendant of the road, on the 30th of September, and although the season for travel had almost closed, I am happy to be able to say that we arrived at Thunder Bay in seven travelling days from Fort Garry, the whole occupied by the journey being ten days, three of which were lost on account of storms on the lakes.

I must declare that I had a pre-conceived prejudice against this route, and was agreeably disappointed on finding by experience that my prejudice was ill-founded, for from the beginning of the road to the end of it, I never travelled over a finer one. From Fort Garry to the North-West Angle of the Lake of the Woods it is impossible to find a better road. We made the whole distance, 100 miles, with one horse only, in less than two days; and when the great difficulties that had to be surmounted are taken into consideration, it is not say too much to declare that Mr. Dawson has achieved a very great victory over all kinds of difficulties, and made a magnificent road through a wilderness of swamps and muskegs, one of which, the "Cariboo Muskeg," is a float-bog over two miles in length, and yet it is so perfectly bridged that it is a pleasure to drive over it.

I may here remark that Canada is very much indebted to the Honorable James McKay for the present state of the road from Fort Garry to the Lake of the Woods, and it was most fortunate for Mr. Dawson that he succeeded in inducing Mr. McKay to undertake the superintendence of the construction of the road and bridges, as there is no other man in the North West who could have done it as well. Mr. McKay is a thoroughly practical man, who knows the country from the Height of Land to the Rocky Mountains, is personally known and greatly respected by all the Indian tribes in the country, and speaks with the greatest purity most of the Indian languages of the North-West, and above all he is a man who never was known to be deterred by

difficulties or dangers from the completion of anything he undertook. Mr. McKay employed a great number of Indians on the road, at once securing their services and good will.

From Pointe du Chêne to the North-West Angle there is all the timber that could be required for railroad purposes for fifty years to come, whilst a very considerable quantity of White and Red Pine is to be found on the main land and islands all the way to the Height of Land, that can be made available for building and manufacturing purposes.

Mr. McKay has used this timber very extensively in the construction of the road, two-thirds of which runs through swamps, and had to be bridged with timber, and then ballasted with earth, sand and gravel.

The accommodation for immigrants along the road is very good, log buildings well kept and clean, with attentive men to look to the wants of travellers, and at every Post along the road there is good stabling for horses. It must, however, be remembered that the road was not completed till September, which caused some complaints to be made by grumblers who passed over the road during last summer, and who, though they were only called on to pay a mere trifle in the shape of passage money, seem to have been filled with the idea that they ought to have been taken all the way in palace cars.

The bridges over the White Mouth and other rivers are particularly well built, strong and substantial in every way, and reflect credit on the builder, Mr. McKay, who personally superintended their construction. In fact the road, take it as a whole, is the best I ever travelled over, considering that it was scarcely completed when we passed.

From the North-West Angle we were taken across the lake at the rate of about nine miles an hour by a fast little steam launch, the "Santa Maria," and by others, the "Pinta" and "Nina," &c., all of the same class, from one stretch of water to the other along the whole route.

The Rainy River is a beautiful stream, clear water, splendid scenery, magnificent water power all along its length, and running, as it does, through a country that is very well adapted for cultivation, I believe the day is not far distant when its banks will teem with life and civilization, and its water powers will give vitality to hundreds of factories, that will find a market for their productions in the mineral regions that stretch away from the Lake of the Woods through to Lake Superior, north-east, and in the Province of Manitoba and the other dozen of provinces that will soon spring up in this vast North-West Territory.

Fort Francis is beautifully situated at the head of Rainy River, where the waters of the lake rush over a vast barrier of rock, stretching across the whole width of the stream, making such a magnificent waterfall as is seldom seen. From the Fort the view is uninterrupted for miles down the river, save where it is broken by the very beautiful little gems of islets with which the River is adorned from the one lake to the other. A more splendid site for a town cannot be found than at Fort Francis, and with the immense water power, equal if not superior to that on the Ottawa, plenty of building material, and open navigation to the North-West Angle, I feel convinced that very soon a prosperous town will spring up at that point.

All along the water route the lakes are sprinkled with beautiful islands from the size of a lady's parasol to thousands of acres in extent, most of them well wooded; every one, small and large, decked out in the glory of its own rich dress of foliage, smiles down at its beautiful reflection in the clear water of the lake. In a few, very few years this route will be overrun with sum-

mer tourists in search of beautiful scenery, and to enjoy the facilities offered for sporting and fishing which are unsurpassed in any part of America. It will be remembered that for 200 years this region of water and rock has formed as it were a barrier between civilization and the grand North-West Territory; but now it is known that whilst for 100 years past the Hudson Bay Company and the North-West Company have been sending millions worth of goods into the North-West, and millions worth of furs out of the North-West by this route, all those millions multiplied would only form a unit in comparison with the untold wealth that lies hidden among the rocks and islands of these great mineral regions, so long passed over and neglected. Now, however, hundreds of miners are pouring into this region in search, and not a fruitless search, of the riches that have so long lain hidden, and thousands will follow, and find employment and wealth for themselves, and give employment and wealth to hundreds of thousands of agriculturists and manufacturers in supplying them with food and manufactured goods and working implements. In fact it would appear as if a kind Providence had deposited an immense inheritance to the credit of the great North-West, to be drawn upon and expended to the advantage of this highly-favored land, when she should become wedded to civilization, and not till then. The time has now arrived, and Manitoba will enjoy the firstborn's share of this great deposit, and if her sons only use the fortune placed at their disposal with industry, energy and intelligence, they will soon have no reason to envy the prosperity of the greatest and most prosperous of their most favored rivals on this continent.

I found the roads over the various portages along the route in first-rate order, very good buildings erected for the accommodation of travellers, with plenty of good provisions in store to be sold at cost price with freight added. Good waggons and horses are ready to convey passengers and freight across from one boat to the other. The road from Shebandowan to Thunder Bay 47 miles in length, is as fine a macadamized road as can be found; the bridges—of which there are several—are very fine, substantial structures, the buildings commodious, clean, and well kept. The drive over the road, which occupied nine hours, including stoppages, was a real pleasure-drive, the grand scenery of mountain, rock, and valley, the beautiful streams with their marginal glory of autumnal foliage, the picturesque maple, mantled in gold and crimson tints, the stately pine, in his lordly grandeur of emerald green, guarding the modest mountain ash, bowing down gracefully under its glowing weight of scarlet berries, all added a charm to the scene, that no pen or language can describe, and when, from an elevation of a thousand feet, the view of that inland ocean, Lake Superior, burst on the sight, with the autumn sun kissing the glistening waters as he seemed to sink to rest beneath their placid surface, it was a sight never to be forgotten. The town that has sprung up at Prince Arthur's landing, as if by magic, is now of very considerable extent; it is larger than Winnipeg, and all within eighteen months, will convey a faint idea of what progress is being made in the advancement of civilization in our direction.

At Thunder Bay we got on board a magnificent new steamer, the "Manitoba," and started for Collingwood. The "Manitoba" is, without any exception, the finest boat on the lakes, and very few steamers, even on American or Canadian rivers, surpass her for real comfort. It usually takes between two and three days to make the trip to Collingwood, thence by the Northern Railway to Toronto. I was delighted to see large numbers of men employed in fishing and curing fish on the lake—their houses built on the

beautiful islands, and their white fishing boats giving life and beauty to the waters ; whilst mining and lumbering establishments are springing up in all directions.

On the 19th of September the Conference on Immigration held its first meeting, and continued from day to day till the whole subject was fully discussed, and each member of the Conference, on behalf of his own Province, had used all the arguments he could to advance the interests he represented, and all alike admitted with pleasure their gratification at the kind and liberal manner in which their various representations were received and considered by the Government at Ottawa. Sir John A. McDonald, Sir George E. Cartier, and the Hon. Mr. Morris were very regular in their attendance, and took a lively part in the discussion of the subjects brought before the Conference, and evinced a deep interest in the subject of Immigration. Each Province had its own object to gain, every one had a different plan, or wanted to secure a certain class of immigrants ; some wanted miners, others ship-builders, others agriculturists, fishermen, farm-laborers, or mechanics ; Manitoba and the North-West Territories did not want any one class in particular, she required as many of all those classes of immigrants as desire new homes where they can reap the rich reward of plenty and independence, as a certain return for industry and sobriety.

I did not fail to bring under the notice of the Government at Ottawa, all the points mentioned in the Minute of Council, and had the satisfaction of being assured that everything would be done that will tend to advance the interests of Manitoba and the North West Territories, by the Government of Canada.

I urged the claims of the Province of Manitoba and the North West Territories, as being superior to those of all the other Provinces of the Dominion, on the Government of Ottawa, for the undeniable reason that our Province has been left without any Crown Lands, and that the lands of this Province and of the North West Territories are to be heavily drawn upon for the construction of a national railway across the continent, taking into the markets of the older Provinces, who control their own Crown Lands, the wealth of the great North West, with its rich valley of the Saskatchewan ; because, whilst some of the old Provinces have not set apart one shilling for immigration, our little Province of Manitoba, without any public lands of her own, and with only a very small revenue, has cheerfully devoted, in the first year of her existence the very liberal sum of \$20,000, nearly one-third of her whole year's revenue, to the building of great highways and bridges, which are in fact a system of colonization roads opening up a perfect route for the immigrant through our Province to the North West Territories, and \$2,000 for the " Relief of poor and suffering immigrants." Besides the Dominion having taken possession of all our Crown Lands, leaves us no choice but to call on the Dominion of Canada to deal liberally in assisting us in procuring and securing a stream of immigration to this country. Other Provinces of the Dominion can offer their lands to the immigrant free of charge, or at such a price as to leave them within the reach of all comers ; we have to look to the Dominion for the means of offering these inducements, and to pay the expenses necessary to secure a large immigration. These and many other arguments I urged on the Government at Ottawa, on behalf of Manitoba and the North West Territories, and I take much pleasure in reporting to your Excellency that the Government at Ottawa expressed the most serious determination to make Manitoba and the North West Territories the chief object

and charge in all their plans and disbursements in matters connected with immigration. I further took the opportunity of reminding the Dominion Government that the great Dawson route is still incomplete, and must ever be so till bridges are constructed across the Red River and the Assiniboine at Fort Garry, both of which are required to complete the road, and make it what it was and is intended to be, a complete road from Thunder Bay to Fort Garry. Up to the present time, the Province of Manitoba has been obliged to furnish ferries across those rivers for passengers by the Dawson route. It is satisfactory to be able to report to your Excellency, that the Government at Ottawa will, I have no doubt, if this matter of bridges is properly represented, build them without delay, and after all it is but a small matter in comparison with what has and is being done for other Provinces, such as the Intercolonial Railway, the Pacific Railway, and the great scheme of a system of canals for Ontario and Quebec.

In accordance with the Minute of Council, I made myself as well acquainted as possible in the short time I had at my disposal, with the requirements at the different ports of entry; such as Duluth, Sault Ste. Marie, Detroit, and other places where people coming to our Province by the American routes have to enter and pass their goods and stock. I found the same difficulties existing at all those places. Immigrants coming here are in the first place put to a great deal of inconvenience about the Custom House requirements. The great majority of them being farmers and mechanics know absolutely nothing about the mode of passing, entering, or bonding goods, and they are thus left at the mercy of those land sharks that are always searching around to prey upon the immigrant; and, again, our immigrants from Canada, the United States, and Europe, are, the moment they come to those places, surrounded by agents of American railway companies, who have large tracts of land to sell, and all kinds of inducements (most of them existing in agents' imagination only) are held out to induce them to stop short of our Province and settle down on the lands of those companies, in the neighboring States and Territories. By this means alone I have good reason to believe Manitoba lost, last summer, at least 250 families of immigrants. I would therefore recommend the immediate appointment of agents at Sault Ste. Marie, Detroit, Duluth, St. Paul, and Pembina, whose duty it would be to attend to the forwarding of our immigrants without delay, to look after them and their goods, and to see that they are not imposed on by land sharks, or by unscrupulous runners for land-speculating railway companies, and that the necessary entries at the Custom Houses at those points are properly and promptly made. I had the honor of urging these appointments at Ottawa, and your Excellency will see by the 3rd clause of the Protocol agreed upon by the Convention (Ap. III.), that the suggestion was not lost sight of. I cannot allow this opportunity to pass without recording my deep obligations to J. W. Taylor, Esquire, United States Consul at Winnipeg, for his very great kindness in furnishing me with all the information in his power, and also for the very valuable suggestion conveyed in his letter to me of the 29th August (Ap. IV.), a suggestion that I strongly recommend to your Excellency, for immediate action.

In conclusion, I beg leave to assure your Excellency that next summer there will be no need of people coming to our Province by way of the United States; and, in fact, it will cost them much less, in time and money, if they will only be induced to come by the "Dawson Route," which will be in first-rate order throughout by the 1st of June next. Two very fine large steamers

are now being rapidly built, for the Lake of the Woods, and Rainy Lake. They will be completed and afloat by the end of May, and with the additional facilities thus offered to the Immigrant, and with a few good strong barges for freight, which can be towed by the steamers and steam launches, there would be far more certainty and safety to the Immigrant and his property (without any bother or annoyance with Custom Houses) in coming by our own Canadian route, than by any other.

The Government of Canada cannot be too strongly or too often reminded of the vital importance to Canada of this great National Route; of the absolute necessity of making it perfect in every possible way; that every dollar spent judiciously upon it, is a thousand dollars saved to the country. It was the possession of this route last fall, that taught the world that Fort Garry is within bugle call of Ottawa, and that Canadian Volunteer soldiers, under command of Canadian Volunteer officers, in winter can make that march from their homes in the east to the far North-west in twenty-five days, that took "Abyssinian Wolseley" three months to make in summer.

It was the possession of the "Dawson Route" last fall, that gave the Government of Canada the means of proving to the Fenian ruffians that came to murder and plunder in our Province, at a time when they thought that assistance could not reach us from Ottawa till the spring, that the power of the Dominion is not weakened by the distance between Fort Garry and Quebec.

Let the Government construct a railway from Thunder Bay to Shebandowan 47 miles, and from the North-west Angle to Fort Garry 110 miles, in all 157 miles, and thus secure independence of all American roads or routes, and let the Government of Canada, and the people of Canada remember that this route will pay for itself three times over, in the construction of the Pacific Railway, all the supplies for that road must be carried over American routes at an immense cost, if the "Dawson Route" is not made complete and sufficient for that purpose. Let the Government of Canada remember, and let the people of Manitoba remember, that we are now at the mercy of the United States for our mails, and that through carelessness at least we are left without mails sometimes for a week, whilst often our mails are in the most unpardonable and reckless manner, thrown amid the snows of the prairie, where they are allowed to remain for weeks at a time. That the packages of goods and merchandise coming through American Territory on what pretends to be bonded conveyances for our merchants are systematically broken open and plundered of half their contents, and the personal effects of our Immigrants share the same fate. This state of things has been inaugurated since the bonded line system commenced. Previous to that time the freighting was done by the native population of the country, and untold gold would ever be safe in their charge. By our merchants ordering their goods by the Dawson route, the people of the Province would find employment for themselves and their teams as they did heretofore, and two hundred thousand dollars a year would be kept in circulation within our Province which is now taken away from us in the shape of payment for freight; and the merchants themselves would largely benefit by it. These and a hundred other facts all point to the one great necessity of our Province, a safe and certain mode of communication through our own country and territory between the St. Lawrence and the Red River. The blood that gives vitality and life to Manitoba, is the same that courses through the arteries of all our Sister Provinces, and to sustain the life of all it must be made to ramify as equally as possible through and among them all.

Manitoba must not be severed from the great central heart of Canada ; Manitoba must not be treated like a step-child ; she must, in her infancy at least, be fostered by her mother.

Your Excellency will understand that as the Government of Canada must first agree on the policy in the matter of Immigration, and make it known to the Commons of Canada before it is published, I can only refer your Excellency to the Protocol agreed upon by the Convention at Ottawa, which I have the honor to submit herewith for your Excellency's consideration.

The whole respectfully submitted.

FORT GARRY,
December 30, 1871. }

HENRY J. H. CLARKE.

APPENDIX.

(COPY.)

APPENDIX I.

At a meeting of Council held at Government House, Fort Garry, on Monday, the 28th day of August, A. D. 1871.

Present.

The Lieutenant-Governor.

The Honorable H. J. H. Clarke.

The Honorable Thomas Howard.

The Honorable James McKay.

The Lieutenant-Governor submits a copy of an Order of His Excellency the Governor-General in Council, dated the 18th December, 1868, approving of a Minute of the arrangements provisionally come to by Delegates appointed by the Governments of Canada, Ontario and New Brunswick, respectively, on the subject of Immigration, which the Lieutenant-Governor had received by last mail, enclosed in a despatch from the Honorable the Secretary of State for the Provinces, in which that officer, calling attention to the 10th paragraph of the Minute, providing for meeting of Delegates of the different Provinces, announced that His Excellency the Governor-General, had been pleased to direct that a General Conference of Delegates of the Canada and Provincial Governments should take place at Ottawa on the 13th September next, and expressed a hope that the Government of Manitoba should be represented at the Conference. Thereupon the Council advises that a Member of the Government be Commissioned to attend such Conference. The Council are of opinion that the time has now arrived for making arrangements, with a view to a systematic and extensive immigration into the Province and the North-West Territories.

The recent Treaties entered into by the Government of Canada with the Tribes of Indians inhabiting this Province and the adjacent Territory has opened to Immigration vast tracts of country admirably adapted for purposes of Agriculture and Lumbering.

In the Province of Manitoba there will remain, after the Half-breed and Indian Reserves have been laid aside, some seven millions of acres of valuable land, of which a large proportion is fitted for agricultural purposes, while outside of the Province to the East, to the North and to the West, the Indian title has been extinguished to a tract varying from 25 to 30 millions of acres of land, offering every variety of soil, and affording unbounded scope to the industry of the Immigrant. The Council advises that the Delegate to be appointed to Ottawa should bring prominently before the Conference the

extensive field which these immense tracts offer for an energetic and combined movement in favor of Immigration on a large scale, and he should concert with the Government of Canada in particular the steps necessary to aid and protect the Immigrant in his passage to this country, either by the Canadian or the American route.

That he should urge upon the Government of Canada to use every effort with the Government of the United States to relay the instructions and remove the impediments, which during the past summer have operated so injuriously to the movements of Immigrants passing through the United States Territory.

He should urge on the Government of Canada the appointment of officers at the different frontier towns of the United States, on the leading line of transit, whose business it should be, to aid the Immigrant by advice and assistance in case of need, to protect him from frauds and imposition and to guide him on his way.

The Council advise that the Delegate should make himself acquainted with the conditions imposed by the Laws or by the Officials of the United States on the transit of Immigrants' goods, and ascertain whether they are uniform in the different frontier towns, with a view to such suggestions to the Government of Canada as the facts may warrant.

And, generally, the Council advise that the Delegate should use his best ability to place before the proper authorities the advantages which the North-West affords to the Immigrant over any other part of the Dominion.

The Council recommend that the Honorable Henry J. H. Clarke, Attorney General of this Province, be delegated to the Conference.

(Signed)

HENRI BOUTHILLIER,
C. E. C.

(COPY.)

APPENDIX II.

GOVERNMENT HOUSE, SILVER HEIGHTS,

August, 29th, 1871.

DEAR SIR,—I have to inclose you a copy of the Minute of Council appointing you a Delegate to the Immigration Conference to be held at Ottawa on the thirteenth of September.

You will be good enough not to lose any time in setting out on your journey so as to make sure of your arrival in Ottawa in time to be present at the opening of the Conference.

I need hardly say that it will be desirable that you should return with as little delay as possible after the close of the Conference.

The absence of the first Law Officer of the Crown is at all times an inconvenience, and a second absence, immediately following the first, will necessarily be productive of still greater inconvenience.

I have the honor to be,

Dear Sir,

Yours truly,

(Signed)

A. G. ARCHIBALD.

To the Hon. H. J. Clarke, Attorney-General.

(Copy.)

APPENDIX III.

1. The Dominion will maintain an efficient system of Immigration agency in the United Kingdom, on the Continent of Europe, and if deemed requisite elsewhere beyond Canada.

2. It will maintain efficient Quarantine establishments at Quebec and Halifax, at St. John in New Brunswick, at Victoria in British Columbia, and wherever else the same may be deemed requisite.

3. It will maintain efficient Immigration offices at Quebec, Montreal, Kingston, Toronto, Hamilton, Ottawa and Halifax, at St. John in New Brunswick, at Miramichi, or some other point contiguous to the line of the Intercolonial Railway, in Manitoba, at Victoria in British Columbia, and wherever the same may be deemed requisite.

4. It will maintain a liberal policy for the settlement and colonization of the Crown lands in Manitoba and the North-West Territories.

5. It will disseminate such information with reference to the Dominion generally, and to Manitoba and the North-West Territories in particular, as may be deemed requisite for the advancement of Immigration.

6. Such grants as shall be deemed requisite in aid of Immigration will be asked of Parliament yearly.

7. The several Provinces will maintain an efficient system of Immigration Agency within their respective territories, and will connect the same, so far as possible, with a liberal policy for the settlement and Colonization of the uncultivated lands therein.

8. They may appoint such Immigration Agents in Europe and elsewhere beyond Canada as they think proper; and such Agents, on requisition to that effect, will be duly accredited by the Dominion Government.

9. Each Province will disseminate such information as it may deem requisite for the advancement of Immigration; and to that end will furnish to the Department of Agriculture and to the Immigration Agents of the Dominion, full information as to its system of settlement and colonization, the lands assigned for free grants to settlers, if any, and the conditions of such grants, and other information and all documents deemed requisite for the advancement of Immigration.

10. To prevent disappointment of intending Immigrants, no Province will alter the terms of its system as so communicated, without reasonable notice; and if possible, the information in question will be so communicated before the winter of each year, and will not be restrictively changed during the ensuing season of navigation.

11. Conferences of Delegates of the Dominion and Provincial Governments will be convened from time to time at the office of the Minister of Agriculture by the Governor in Council, at the request of one or more of the Provincial Governments, or without such request, and it is understood that such a Conference will be so convened for some date during each session of Parliament.

(Copy.)

APPENDIX IV.

UNITED STATES CONSULATE,
Winnipeg, August 29th, 1871.

SIR,—I enclose for your information, a printed copy of a correspondence between this Consulate and the Treasury Department, in regard to a relaxation of the Bonding system in favor of Immigrants from the Eastern Provinces of Canada to Manitoba, from which you will perceive that a party, on execution of his personal bond at a port of entry on the frontier of the United States, may pass with his personal or household effects, team, vehicle and implements of trade or husbandry, on any route through the States which he finds most convenient. It is necessary however that a citizen of the United States should be security at the port of entry on his bond, and I would therefore suggest for consideration at the Ottawa Conference to which you referred this morning, that the Canadian Government should designate Agents for this purpose and for protection of Immigrants generally, at such ports as Sault St Marie or Duluth, Port Huron, Windsor, etc.

It has been suggested also, that the Treasury Department at Washington might be induced to go further than I ventured to ask in the enclosed correspondence, and direct Customs Officers, on proof that a party is an immigrant from Ontario or Quebec, to allow him all the privileges of an Immigrant from a foreign country to the United States without raising any question of subsequent destination to Manitoba. This would dispense with any necessity of bonding his effects, or of the intervention of Canadian Agents or Commissioners at ports of entry. If you and your colleagues of the Ottawa Conference should determine in favor of such an overture to the Washington authorities, I am inclined to anticipate its success, and it would certainly receive my recommendation. In this connection you may desire to know what effects of an immigrant are now admitted free of duty. I find the following, on a hasty reference to the U. S. Tariff Acts :—

“ 1. Wearing apparel in actual use and other personal effects, (not merchandise) professional books, implements, instruments and tools of trade, occupation or employment (but not Machinery) of persons arriving in the United States March 2, 1861.

“ 2. Household effects of persons and families returning or immigrating from foreign countries, which have been in actual use abroad by them, and not intended for any other person or persons, or for sale, not exceeding \$500. A. N. of July 14, 1870.

“ 3. Waggon, sleighs, harness, ploughs and other implements brought by farmers arriving in the United States from foreign countries as immigrants, for their own use, the same having been used by them in such foreign countries.” May 5, 1869.

“ 4. Teams of animals, including harness and tackle, actually owned by persons immigrating to the United States with their families from foreign countries, and in actual use for the purposes of such Immigration Act of July 14, 1870.”

I transcribe these provisions to indicate the articles, which are probably referred to, in the Secretary's letter of May, 24 as, “Teams, waggon, house-

hold, and personal effects," and which, in the case of persons immigrating from Canada to Manitoba, are allowed to pass under individual bonds.

In regard to the route of Immigrants with teams, vehicles and effects, I repeat the suggestion of my enclosed letter to General A. B. Nettleton of Philadelphia, a gentleman of close relations to Mr. J. Cooke and the Northern Pacific Railroad. Trains are now running 135 miles west of Duluth to the crossing of Crow Wing River, from which point there is an excellent prairie route of 300 miles to Fort Garry. Next spring, the distance from the railroad terminus will be reduced to 200 miles or four days' journey. I believe it possible to establish an advantageous route for Manitoba Immigrants, with their effects, over this section of railways, in conjunction with the numerous and commodious steamers now plying on Lakes Huron and Superior.

I suggest that a correspondence on this subject should be opened with Honorable J. Gregory Smith, of St. Albans, Vt. Prest., N.P.R.R.

If I can aid your efforts in any way to facilitate Immigration to Manitoba, I shall be happy to do so.

Yours truly,

J. W. TAYLOR,

U. S. Consul.

Hon. H. J. Clarke, Attorney-General.

SPECIAL BONDING ARRANGEMENTS FOR MANITOBA IMMIGRANTS.

By a recent communication from the U. S. Treasury Department, received by the Consul at this place, we are led to hope that the difficulties hitherto attending the transit of Canadian emigrants through American territory, will be obviated.

Soon after the arrival of Mr. J. W. Taylor this subject was brought to his notice by Governor Archibald, at whose instance the following letter was addressed to Gen. A. B. Nettleton, Immigrant Commissioner of the Northern Pacific Railroad at Philadelphia. This letter is reproduced as an introduction to the official correspondence which will follow :—

WINNIPEG, B. N. A.,

December 5th, 1870.

DEAR SIR,—I have many inquiries in regard to the best manner of passing emigrants from Canada to Manitoba, with waggons, teams, and household effects. Their object will be to strike the grassy plains of Northern Minnesota, upon Red River trails, by the most direct and cheapest route. I am in consultation with Governor Archibald upon some plan like the following :

Have a general *rendezvous* at Detroit. There station an agent for the Northern Pacific to execute transportation bonds, and sell to Canadian emigrants commutation tickets by lake steamer to Duluth, and by Northern Pacific to the crossing of Crow Wing River, or the nearest point on the trail via Otter Tail Lake to Pembina. Arrived where caravans could organize for a journey without obstruction to Manitoba, some slight and cheap surveillance would afterwards be necessary to secure the cancellation of the transportation bonds given at Detroit.

If any delay should intervene in opening the Northern Pacific for general business to Crow Wing River by May next, the emigrants may be taken on the Lake Superior Railroad to Pine City, or Rush City, and thence dismissed over fair roads to St. Cloud and the Otter Tail Route.

I am quite certain that the Canadian Government will pay all the expenses of agencies at Detroit or elsewhere to facilitate in the manner proposed the transit of their people. From present appearances I anticipate a large immigration here next summer. So much has been said in Canada about the "Great North West," that the furore can only be compared to the Kansas excitement of 1854.

I remain, yours truly,

(Signed)

J. W. TAYLOR.

A. B. Nettleton, Esq.

U. S. CONSULATE,

Winnipeg, April 24, 1871.

SIR,—The Northern Pacific Railroad is already constructed west of Lake Superior 150 miles, or within 100 miles of Red River. It bridges over the difficult country of forests and swamps surrounding the lake, and connects with the plains and trails of North Western Minnesota. In connection with steamers through the lakes, the road might become a favorite route for emigrants, especially for parties moving with waggons and horses.

I am led to believe that the emigration from Canada to the Province of Manitoba would follow such a route in preference to any other, if the Treasury Department would adopt a liberal policy in regard to the transportation of the animals, vehicles and household effects of a Canadian emigrant. I beg leave to recommend such a policy.

Its details might be, briefly, that every party arriving at the Sault Ste. Marie, and making oath that his animals, vehicles and effects are intended for his own use as a settler, and giving the usual bond for transportation by steamer to Duluth, and by the Northern Pacific Railroad to its western terminus, may be suffered to pass over the waggon routes of Northern Minnesota to Pembina, and thence, after due inspection, cross the frontier of Manitoba. I submit that such permission would not interfere with the regulations for the transportation of general merchandise in bond, and would be appreciated by this community, and doubtless by Canada at large, as a friendly act.

I am, yours respectfully,

(Signed,)

J. W. TAYLOR,

U. S. Consul.

Hon. George S. Boutwell,
Secretary of the Treasury,
Washington.

TREASURY DEPARTMENT,

May 24th, 1871.

SIR,—Your communication of the 24th ult. is received, in which you ask that persons emigrating from Canada to the Province of Manitoba, may be permitted to pass through the territory of the United States, with their teams, waggons, household and personal effects, without the payment of duty thereon.

You suggest that such persons might be allowed to make an entry and give bond for the transportation of such articles from the Sault Ste. Marie, via Duluth and Pembina for exportation as aforesaid.

In reply, I would state that there is no objection to allowing the emigrants to pass through the territory of the United States with their animals, baggage, effects, &c., in the manner mentioned, provided, however, that entries of all dutiable articles are made at the first port of arrival in the United States, and proper bonds are given thereat for the due transportation and exportation of the same to their foreign destination, which bonds will be cancelled by the collector at the port where the entry is made, upon his receiving a certificate from the Collector at the port where the goods leave the United States, and one from the United States Consul in the foreign country, showing that the exportation actually took place.

A copy of the regulations under which such practice is authorized I hereby transmit.

I am, &c.,

GEORGE S. BOUTWELL,

Secretary.

To James W. Taylor, Esq.,
United States Consul,
Winnipeg, Manitoba.

Although Mr. Taylor's suggestions refer to the direct route through Lake Superior, yet there is no doubt that the foregoing regulations will apply to all other communications through the territory of the United States. Our only regret is that this correspondence was not immediately published at Washington and in Canada. Indeed it only reaches the Consul in the form of a copy obtained and forwarded by Jay Cook & Co., the original having not yet been received. We postpone further comment and explanation, only repeating quite earnestly the recommendation made by us in THE MANITOBA of June 10.



